

Date: May 12, 2016

From: John B. Troost, Member

Subject: 5-18th LACCoD Meeting - ASI Monthly Report for the Board Meeting held on April 25, 2016

Item 3. - I have never reported on the Boards' Closed Session that meets before every monthly Board Meeting. These meetings take place, behind closed doors an hour before the regular meeting. There were two agenda topics that were involved and dealt with lengthy discussions that led to questions and answers that needed additional time. I'm just wondering why this happened, as it did. Someone had to know about the lengthy content ahead of time, so a readjustment of the time schedule could have very easily could have been made. As it was, the Executive Closed Session lasted from 12:00 to 3:20, and the Board Meeting was reconvened at 3:30 or later and the public meeting was finally adjourned about 4:40. Many interested Riders attend these meetings to provide personal input and others come regularly as part of job duties and I am sure that waiting for that period of time caused scheduling problems for a lot of people. I feel that this was very inconsiderate and didn't take into the consideration of the people and the riders that have to schedule their time to attend the Access Board meetings.

Item 4. - The Superior Service Award for April went to Lee Butler, Driver and Road Supervisor in the Antelope Valley.

Item 7. - General Public Comment. There were two public comments, one was concerning drivers parking just beyond the address and then leaving after 5 minutes, leaving the rider and her guide dog standing in front of the house and logging it as a No Show. Then another comment was about the approach of a Blind person, drivers are constantly not using the proper etiquette, by approaching the side away from the cane or Service Dog. She also mentioned that some vehicles didn't have seat belt extenders to accommodate oversized people.

Item 8. - Consent Calendar. There was only one item on the Consent Calendar which was to authorize to enter into a contract with Creative Wireless for the Fiscal Year.

Item 9. - Presentation of Methodology for Financial Adjustments. This item was only an informational item, therefore it was agreed to move it to Mays Agenda, in the interest of time due to the late start of the April Meeting.

Items 10, 11, 12, 13, 14, 15 and 16 all had to do with the renewal of and increasing funds for transportation contractors. The renewal of these contracts, were for the Santa Clarita Region, Southern Region, West-Central Region, San Fernando Valley Region and the Eastern Region. Due to time involved these items were all lumped together, so that there was only one short presentation and discussion, mainly about the increases involved because of the State, County, and Cities increase of the minimum wage over the next few years, starting January 2017.

Item 17. - Consideration to restructure Free Fare Program Reimbursements. There has been a spike in ACCESS Free Fare Tap Card boarding's. Access Services' Free Fare program was established in 2000 as a paratransit ridership diversion strategy to encourage Access customers to use accessible bus or rail service when they are able to. The Free Fare Program allows Access customers to ride the bus or rail free of charge. In return, Access reimburses many free fare partners for the cost of the trip, typically the cash fare for elderly and/or disabled riders charged by the participating transit agency. By doing so Access believes it is able to realize cost savings by encouraging Access customers to use significantly less expensive fixed route service for some or most of their trips. The program, which began in 2000 with three partner agencies and 732 free fare boarding's in its first year, has now expanded to 22 participating agencies and over 2.7 million boarding's per month.

Several working groups have been established to try to find out the driving force of the steep increase of using TAP Cards to try to bring it back into control. The Citizens Advisory Committee (CAC) now has a sub-committee working on this issue along with other Committees.

Free Fare funds come from Federal Funding Grants and LA County (METRO-LA) Proposition C Discretionary Funds. When it became time to vote, everyone on the Board, representing transportation agencies that receive Prop C monies, recused themselves and left the room except for Director Nason, Director DeVera and myself. A motion was made and passed, and the majority of the Board then rejoined the meeting.

Item 18. - F. Scott Jewell gave the Board a short snap shot of what to expect next month on our Agenda for May.

Item 19. - Metro's Review of Access was also skipped because of time.